

The National *Falcon* News



Darold A. Lowe
Milroy, PA

1963 1/2 Falcon Sprint Convertible

MARCH 2004

Darold Lowe of Milroy, PA took this photo of his 1963½ Sprint convertible at Little Buffalo State Park in Pennsylvania.

Make Plans For Kansas City Meet



The plans are coming along for the Silver Salute, the 25th FCA National Convention in Kansas City. Use the registration form on the jacket of this issue to make your reservations NOW! The hotel can be reserved by going to the Mid America Falcons Website at www.midamericafalcons.com. Click on "Reserve Hotel." The only thing it doesn't mention (on the hotel website) is that a continental breakfast is included with the room rate.

We are planning lots of activities both Falcon and non-Falcon related, so don't miss your chance to get in on the fun!

Kansas City is famous for its restaurants and great steaks, so don't forget your appetite!

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www.falconclub.com

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www.falconclub.com

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun - monthly
Pig Stand, 1508 Bdw.
San Antonio TX
(210) 545-6693

Blue Ridge Chapter
South Carolina
3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon - 7 PM
Golden Corral
Concord, NC
(704) 933-4972

Central California
Falcons
Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun - monthly
(314) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat. - Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun - monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
Eureka, CA
1st Wed. - 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
Kansas City
1st Fri - monthly
(660) 679-5636

Mile Hi Chapter
Denver, CO
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
Gladewater, TX
2nd Sat - monthly
(903) 759-6850

Northland Falcons
Minnesota
2nd Sat. odd months
(763) 420-3050

River City Chapter
Sacramento, CA
2nd Tue - monthly
(916) 725-4110

Sonoma County
Santa Rosa, CA
1st Thur - monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun - monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Tue - monthly
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

**STARTING A
NEW CHAPTER?**
Contact Mary Wagner,
Chapter Coordinator.

President's Message

The FCA continues to grow, adding a few chapters every year. Chapters are the grass roots of the FCA. It's always exciting to feel the enthusiasm of chapters hosting Regionals or National Meets. Chapters are an excellent network of Falcon Lovers and a great way to share stories, exchange parts and ideas, build friendships, and show off your beloved Falcon. Joining a local chapter brings the benefits of the FCA to a local level. Remember, you can join as many chapters as you like, but you must join the FCA first.

Anytime there are new faces at our chapter meetings, make sure you make the new folks feel welcome.

Activity is what keeps our chapters alive and growing and you play a critical part with your participation in the chapter events. The best way to do this is to get together; monthly meetings seem to work best. Plan to meet at a local restaurant for a meeting and a meal, or maybe just coffee and dessert. Some chapters meet the same day each month making it easier to plan for. Car shows or cruises are always fun places to conduct a short business meeting, but a quick meeting at the bowling alley or on a picnic can also be a fun time. Use your Falcon News, chapter newsletters and websites to publicize your meetings and activities. And don't forget to include the date and time of your next chapter meeting on those "Did You Know There Is A Falcon Club?" cards when you pass them out.

Some Chapters have designed their own logo; it's a great way to show off your chapter colors by having patches made for shirts, hats, and or jackets. Remember to have your logo approved by the FCA before using it.

Our Chapter Coordinator is Mary Wagner. Please contact her if you are interested in forming a new chapter. Your regional director (a list appears in the front of our monthly Falcon News) can answer or address any question or concerns you might have, please don't hesitate to call on them.

Our National Meet is only a few months away. Have you made your hotel reservations yet? How many members of your chapter are headed for Kansas City this summer? Are you joining one of the caravans or the Falcon Migration?

Kansas City, here we come!

Steve & Carol

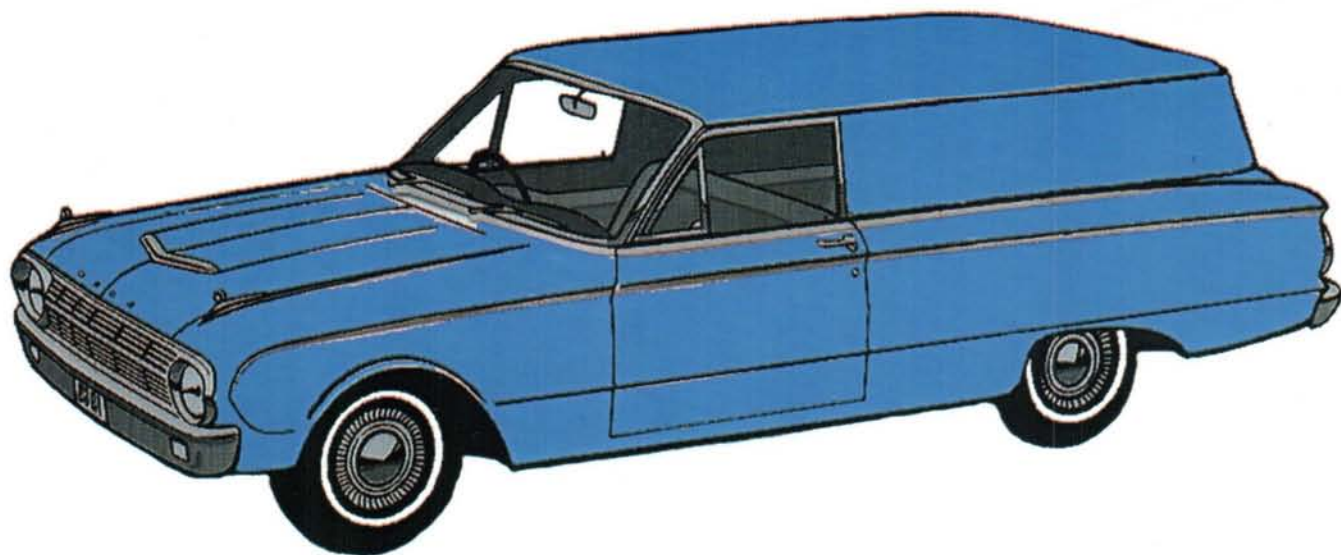
P.S. - There will be a regional in Florida, hosted by the Suncoast chapter, at the end of the month. Be there!



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Mason Dixon Chapter—Showing in the Rain...

The Mason Dixon Chapter hosted their Second Regional Meet on September 12 and 13, 2003 in Edgewood, Maryland. The Chapter was celebrating our 20th year as a Chapter. Despite relentless rain, it was one of the great ones. It was especially fun and somewhat unique because we were mostly confined to the hospitality room, visiting with one another vs. outside polishing cars! We all made a lot of new friends and had a great time catching up with old ones. Of the 47 pre-registered cars, 46 made it to the show and we had an additional 12 sign up on the day of the show!

The rain stopped on Saturday at about 1PM so we could vote and have our 6 PM



Ellen Kilby and her show-stopping 1963 Sprint convertible.



Serious rain kept the hospitality room full until Saturday afternoon.

BBQ/Awards Ceremony and late night storytelling sessions. Members from several Chapters were in attendance with special "far traveling" guests Steve and Carol Springer, Chuck Beason, Ken Earnhardt, and James Baxter, bringing their insights and stories to the table. Plus our special friends from Canada, Rheal & Diane Meilleur, made the journey to be with the Falcon family.

All who came did receive some type of award; Class Winner, Oldest Car, Furthest Driven. Ellen Kilby with her beautiful 1963 Sprint Modified Convertible, received the most awards for the same car on the same day. She won 1st Place in the 1963–65 Modified Convertible class, Best Modified Award, and "Best of Show," a special award which was a gorgeous porcelain Peregrine Falcon. Needless to say, Ellen was very pleased with her win!

Thanks to all who attended! It makes it all worthwhile to the organizers when they see so many folks having such a good time—even in the rain!

Phil Barber
Editor, Mason Dixon Chapter



Classified Advertising

FALCONS FOR SALE

1961 Falcon 2 Door Sedan. Runs great, and has new paint job, tires & brakes. Very low actual miles. \$3000 OBO. Rod McKean, Pahump, Nevada. 775-751-1825 or rsm@usintouch.com.

1962 Ford Falcon Futura 2 door sedan. White with bucket seats, brown interior, console, padded dash, 170 6 cylinder, 128,000 mi. Good restoration prospect. Asking \$2000.00. Contact Phil or Claudia Pitko at 269-665-4385 after 4 pm or 269-369-7217 and leave message. MI

1962 Falcon station wagon, unrestored, in original condition. Rust-free Arizona car. 6 cyl automatic. Air conditioning. New radial tires, new paint, white and chestnut brown. Drive anywhere. \$11,500. John Prosje, 954-467-8371. FL

1963 Falcon Futura convertible. 6 cyl/2 speed automatic. Blue w/black top. Excellent condition. \$11,000 negotiable. Contact Jim Kelley at 941-923-5671.



1963 Econoline cab-over pickup. Deluxe model, 200 CC engine, 3 speed. Manual transmission. New tires, paint, rebuilt engine. Excellent condition inside and out. \$5900. Dale Harrold, 402-556-5251. Omaha, NE

1963 Falcon Futura, 2 DR HT. 170 6 Cyl. Auto. Second owner, 82,000 original miles. Car is complete and needs restoration. \$850. Mike Miller, 717-533-1958. Palmyra PA

1963 Falcon Futura 170 engine in good

Include a photo when selling your Falcon—for only \$20. See Advertising Guidelines on page 13 for details.

running condition when stored, \$150. Good used complete exhaust piping and muffler to tailpipe for same car \$35. Good complete drivetrain from bellhousing to rearend for same car. \$175. Or all of the above \$300. I also have other 1963 and 1964 Falcon parts available. G. Luce, Semmes, AL 36575. 251-454-6515 or luce44@netzero.net



1964 Falcon Deluxe 4-door Station Wagon. Restored (95%) to factory original. 260 V8, auto, PS, power rear window. Wimbledon White with correct, all new blue interior. Gorgeous, strong-driving Falcon wagon. Show interior, detailed engine compartment. 100% rebuilt drive train, engine balanced, transmission overhauled, new 3.0 rear end, dual exhaust. Turn-key car, ready for show or drive, needs nothing. See Falcon Registry website photo gallery. Can email pictures on request. \$12,900 OBO. Norm in SoCal at 949-498-8974, or huehome@aol.com

1964 Falcon Futura, 2 door. White with turquoise. Turquoise interior. V8 automatic, power steering. Air conditioning. New tires, perfect condition, drive anywhere. \$7995. John Prosje, 954-467-8371. FL

1964 Sprint convertible. Black exterior and top, red interior with bucket seats and console. Original 260 V8 with 4 spd. trans. Original condition, never modified except radio and exhaust. Repainted many years ago and cosmetic changes. Still very nice condition and 100% on all mechanics. All numbers match for equipment and color. Runs and drives excellent. Phone for detailed description. \$15,000. Dick Goodell, 828-342-7541 or 561-969-6750. NC

1965 Falcon Futura 4 door. Prairie Bronze exterior, Palomino interior. 200 cubic inch 6 cylinder. Cruise-O-Matic transmission, unrestored with 27,500 original miles, excellent condition. \$4500. Larry Johnson, 920-923-0508 or larryrui@peoplepc.com. WI

1965 Falcon Ranchero Deluxe. 302 automatic, updated motor. Power steering, air condition-

ing. Beautiful, rust-free. Pearly white with black. Black interior. Tonneau cover. Drive anywhere. \$12,500. John Prosje, 954-467-8371. FL

1965 Ford Falcon Futura. Perfect for winter bebuild. Stored 14 years. Has 302 with C-4 transmission. Some rust, but not real bad. All good glass. Asking \$2000 OBO. Call Ray Foret at 985-369-4004 or ray4a@hotmail.com. LA

1965 Ranchero 289-4V engine, 3 speed standard trans. Black exterior, red interior with bench seat. Frame-up restoration complete in 1997 on rust-free NC truck stored many years when I found it in 1988. Photos before and during restoration process. Truck has 35 miles since restoration and trailered to three shows. Nat'l AACA Jr NC Best of Show and Falcon Regional 1st Place in 2001. Total miles 51,000. 4 speed, bucket seats and console not put in truck yet. \$17,000. Dick Goodell, 828-342-7541 or 561-969-6750. NC

1965 Sedan Delivery 6 cyl. 3 spd. Runs, has new floor installed but the roof and outer body still have some rust. Good title and everything there to build it. \$1850. OBO. 1965 2 door sedan with the trim that only goes down to middle of door, minor floor rust, 6 cyl. 3 spd. Runs, new head. Car has cloth buckets in front and no back seat. Would make a nice car. \$1250 OBO. 1966 Ranchero, factory 289, auto and air. Motor runs good, new water pump and fuel pump, gas tank needs cleaned, car has rust and transmission won't shift. Good parts car or restorable? Good title \$650 OBO. Frank Bell, 817-480-2365 or fandybell@hotmail.com. TX

FALCONS WANTED

WANTED: 1963½ FALCON SPRINT. Convertible. Auto. Looking for my dream car, a clean, daily driver in very good condition inside and out. Already restored, close to it, or in great original shape. Please email photos and description to Tim Omundson, mayormctim@yahoo.com, or call 818-209-6706. Los Angeles, CA

Wanted: 1963½ Falcon Sprint or Futura Convertible. Prefer V-8. Must be restored NOS parts or excellent original stock condition. After a year of successful cancer treatments, I think I deserve a great toy! Greg

Sovey, 808-826-9042 or gsovey@ficoh.com.
Kauai, HI

Wanted: 1966/1969 Ranchero, 4-door Futura,
or wagon. No rust, good body, no engine
needed. Declan Gardner, 636-947-8148 or
dec318@aol.com. MO

PARTS WANTED

Wanted: NOS or good used ornament for
1961 Falcon deck lid. Phil Pitko, 269-665-
4385 after 4 PM or 269-369-7217. MI

Front suspension parts for 1963 Falcon V-8.
Pitman arm, idler arm, drag link, inner tie rod
ends and sleeves. I have the outer tie rod ends
to fit the '78 Granada spindles I am using.
My 6-cyl rebuild isn't working well with the
new spindles. Roger Jaeger 402-573-6561 or
rogerjaeger@cox.net. Omaha, NE.

Need 1963 complete set of bucket seats with
tracks for 1963 Falcon 2 dr. hardtop.
Must be rust-free or in good restorable
condition. Call Temi Cano at 419-695-2266
or 419-233-3968 or tcano@wcoil.com. OH

Continental Kit for 1964 Falcon convertible
Need complete kit. Full or center kit OK.
Email: hank2756@webtv.net or call
352-726-0668 FL.

Under dash air conditioning unit for 1964-65
Falcon. Good working condition only.
Chrome control panel, knobs, etc. must be
excellent. I have compressor, need everything
else. Also need bucket seats for 1964-65
convertible. Ken Lilleston, 816-322-9196 or
kelilleston@emailnow.cc. MO

1963 Falcon Deluxe 2 door wagon parts.
They must be in excellent condition either
NOS or used: front bumper, grill, h/l doors,
parklamp/signal assemblies, hood chrome,
side trim, bucket seats, power tailgate
window parts, etc. Keith Litteken 11394
Revere Ln. St. Louis Mo. 63128-1416. 314-
351-1789 or kslitteken@aol.com.

PARTS FOR SALE

Rebuilt 1963 260 V8 \$550, Red front bench
seat 2 Dr very good condition \$150, 1962
Headlight Bezels good condition \$35, NOS
1968 Passenger side Headlight Bezel \$45,
1963/64 Sprint Horn Ring good condition
\$45, Wire spinners driver quality set \$60.
Mike Miller, 717-533-1958. Palmyra, PA.

1965 grille in good shape. Needs to be
polished to look show quality. \$300. Pete
508-347-7007 or cobramx1@yahoo.com.
MA

1963 Falcon drive train. 144 c.i. six \$50. 2
speed Ford-o-matic \$50. Drive shaft and rear
axle w/ 4 bolt drums \$50. Front spindles with
4 bolt drums \$20. Other suspension parts
available. High miles, but all working well
when removed for 302 conversion. Prices
negotiable. Roger Jaeger 402-573-6561 or
rogerjaeger@cox.net. Omaha, NE

PARTING OUT: 1961 Falcon Deluxe 4-door
and 1963 Falcon Futura 4-door. Rick Dilks,
307 N. Castle, Paola, KS 66071.
913-557-2899 or ricksfordparts@aol.com.

4 New BF Goodrich Radial T/A 21570R14.
Raised white letters mounted on new magnum
500-14x7 chrome wheels w/spinners & lug
nuts. Ford 5 lug-4 1/2" Perfect (45 miles). Cost
\$1120. + shipping. \$1000 firm. Four like-
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wheels, w/lug nuts and Ford center caps.
\$300. Ken Lilleston 206 W. Maple Raymore,
MO 64083. 816-322-9196 or email
kelilleston@emailnow.cc

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JOE B. FALCONS. Restored drivers to parts cars. Call 303-279-4202 or email Tom at tbotk@qwest.net or Joe, jobon10@hotmail.com. www.joebfalcons.com

For 1964 Falcon Futura "260": centerlink for power steering \$100. Intake & carb \$75. Horn ring \$20. Chrome inside windshield pillars, 3 pieces \$40. 2 speed wiper \$40. 1" & 2" lowering kits \$20. each. Joe Falso, 510-795-9636. 6310 Jarvis Ave, Newark, CA 94560.

USED 1961 Deluxe right front fender \$150. Rebuilt fuel pump with vacuum wiper for 6 cyl. \$45. ALL N.O.S. CODZ-13341-A turn signal switch & wire, \$75. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CIDE-9510-B carburetor, \$225. Much more. Much more. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO

Kellogg's Garage latest junkyard find: 1965 deluxe Ranchero. V8/automatic, Futura trim and many other good parts. We stock parts for 1960-66 Falcons and Rancheros, and 1964-'65 Comets. Call or email with your needs. Lenny Kellogg, 970-593-1964 or lenkellogg@juno.com. CO

1963 Falcon NOS: 6 cylinder exhaust manifold \$175; V8 arm and bushing \$175; hood hinges, do not take springs \$50 pair; gas cap driver quality \$30; Fender chrome ornaments driver quality \$95; 6 cyl. radiator standard shift \$125; temp cable \$30. Many more. Frank G. Stewart, 440-282-6277. OH

Large 25 year collection of good used parts for 60 thru 69. Hoods, \$75 to \$1. doors, \$50 to \$75. Chrome moldings, \$5 to \$25. 68 Falcon Dash Pad in good condition, \$250. Many body and chassis parts too numerous to mention. Also parts for 64 Comet and 63 and 64 Fairlanes. Complete Fiberglass front ends for 60-61 Falcons, new \$6. For race cars. Held on with pins. Don Branson, 636-228-4501 or jbranson@mail.win.org. MO

NEW CHAPTER FORMING

Mid-Hudson Valley, New York area including eastern Connecticut, northern New Jersey,

and others. Call or E-mail Jim Heusinger at 845-462-8336 or falcons4ever@optonline.net. Tentative first meet; May 1, Rhinebeck, NY

MISCELLANEOUS FOR SALE

The Heart of Texas Chapter has National T-shirts left. Want one? \$12. and free shipping! Contact Frank Bell for sizes at 817-480-2365 or fandybell@hotmail.com.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com.

MIKE'S RESTORATION BUSINESS. Restore your steering wheel. I fix the cracks and paint to any color combination to match your car. Michael Barren, Cowlesville, NY 585-652-5985

Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook—100 pages of facts, history, parts interchangeability, tips, swaps, & pictures. If six cylinder performance is for you, this manual should be helpful. Send your mailing address and money order, for \$14.95 to; Falcon Performance Handbook, c/o Dave Schjeldahl, 582 Safstrom PL, Idaho Falls, ID 83401-4108. For orders in the USA, shipping is included. Check on postage for orders outside of the USA. Check our website at <http://falconperformance.sundog.net/>

KEYS N.O.S. (Original) Keys & GOLD PLATED KEYS... for Falcons and all Ford models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. Jesser's Classic Keys, 26 West Street, Dept. FCA, Akron, Ohio 44303. 330-376-8181. Fax: 330-384-9129. www.jessersclassickeys.com

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QA151 **\$29⁹⁵** set

'66 6 and 8 cylinder S/W
'67 6 cylinder before 10/20/66 S/W
'67 - '68 8 cylinder S/W
'69 - '70 all
10" x 2" - Remanufactured
QA152 **\$24⁹⁵** set

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Final Journey

Howard S. Rader (FCA #09226) a member of the Sonoma County Chapter, passed away suddenly in Windsor, California on February 3, 2004. He was 61.



Howard was a native of San Rafael and a veteran of the U.S. Navy. A retired Sheriff's Deputy, he loved fishing with his brother, restoring classic cars and tending his roses. He was a man vibrant with life, always on the go!

Howard worked many years to help establish the Valley of the Moon Children's Home. Memorial donations may be made to the Valley of the Moon Children's Home, 55 Pythain Road, Santa Rosa, CA 95409.

He is survived by his beloved wife, Cherie and will be sorely missed by his many friends.

The Falcon Club of America extends deepest condolences to Howard's family and friends.

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2003 FALCON NATIONAL CONVENTION

AWARD WINNERS

MASTERS CLASS

Two members' cars were inadvertently omitted from the December issue featuring the Award Winners from the 2003 National Convention. Sincere apologies to Anthony Gantt and Ralph Marquardt for the error. Their cars, pictured below, were both in the Masters Class.

Anthony Gantt



Anthony Gantt of Beech Island, South Carolina is the owner of this 1975 XB Falcon Coupe. The story of Anthony's saga with the Australian Falcon was featured in the May 2003 issue of The Falcon National News.

Ralph Marquardt



Ralph Marquardt of Minnesota's Northland FCA Chapter is the owner of this extremely rare 1963 Cayuse Falcon, one of only two made. Ralph has brought the Cayuse to the Nashville and Texas Conventions and we are looking forward to seeing it at the National Meet in Kansas City in 2004.

Historic Racing Falcon—Ron and Anna Sinclair



Ron Sinclair of Chateaugay, France sent this photo of him and his wife, Anna, in their 1964 Sprint, competing in the 1991 RAC International Rally of Great Britain. The Rally is a 1600 mile speed event across forest roads and remote mountain passes in England and Wales. It also has "round-the-cone" driving tests, times to the second, thrown in for good measure. Ron describes part of the race: "The photo shows us taking a downhill hairpin bend on the Abergwesyn Pass in mid-Wales at about 2 o'clock in the morning on black ice."

"The Falcon was a bit big for the narrow roads (note the battered fender) but we managed to beat hordes of Jaguars, Triumphs, Austin-Healeys and other European classics to win our class at the end of the three day event."

The car is "more or less" stock (289 and 4 speed T10 box) but has the compulsory roll cage and other safety requirements. It was scheduled for a rebuild in preparation for the French rallies in 2002. "It's about time a Falcon appeared on the Monte Carlo Rally again!"

Feature Falcon—Randy & Cheryl Boyes

Randy and Cheryl Boyes of Akron, Ohio are just the third owners of this 1962½ Falcon Futura. This car has the T-Bird roofline and the original vinyl top. 1962 was also the first year for the 4 speed transmission. The car has a re-worked 200 cubic inch engine, 3 Ford 1100 single-barrel carburetors and an 8" lower rear end.

Randy and Cheryl were married in February 1967 and they received the Falcon in May 1967. In 1969, due to family raising and house restoration, it was put in storage. The restoration was begun in 2000 and finished in 2001.



Falcon Sightings From Near and Far



Board member James Baxter of Lincoln, North Carolina spotted the Polish Falcon Nest in Mocanagua, Pennsylvania on vacation. Don't miss the Ranchero.



Don Waters of Independence, MO poses by the Post Office in Falcon, Missouri.



Check out these Falcons on the roof of this cafe near Hegins, Pennsylvania. The lights work and the wheels turn! Spotted by Head Tech Advisor Bruce Wolfe of Grantville, PA.



This seriously customized Falcon (what year?!) was seen parked near St. James Square in Merida, Yucatan, Mexico by the Editor.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

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Use Caution, Be Smart When Buying Falcon Sprints.

By Terry Biladeau

I wanted to share an experience had while buying my last 1965 Falcon Sprint.

First, some quick background on myself. I am a guy who learns everything the hard way... an everyday normal car psycho hobbyist—always have been, always will be. In the past 10 years I have built or owned over 50 pre 1950's cars and only lately have I fallen in love with the Falcon Sprint.

About two years ago I noticed a 1965 Falcon Sprint convertible listed as "very rare" in the classics section of the Sacramento Bee newspaper. At the time I blew off the "very rare" statement but was looking for a change in dashboards with the only requirement being it had to be a nice driver. The owner of the convertible seemed very proud to have owned the car for the past 25+ years and was only willing to sell it to the right home. He went out of his way to let me know it was indeed a rare car, one of only 300 produced in 1965 and that he had turned away several potential buyers because they didn't seem right. At the time I just looked at it as a nice Falcon Convertible that would be fun to drive.

The car was bone stock, low miles, absolutely everything there and everything totally correct. The more I learned about the car the more I considered it a good investment and indeed a rare car. It was a pleasurable car to drive, handled well and had good power.

Not long after I decided to find a Sprint hardtop. This time I was picky. It had to be a 1965 Sprint, white to match the convertible, and in good condition. This time an upgraded motor and manual transmission were preferred. I called on several located across the country but none were quite right, most the wrong color or far too expensive. Finally, one showed up in a small written ad on one of the Falcon Club of America web sites. When the photos were sent it seemed perfect, white all upgraded running gear...I knew it was the right car.

The car was a plane fare away, located in San Diego California. I purchased a round trip ticket and arranged to take the day off work to go take a look. If it was right drive it home. The owner met me at the airport, it was a beautiful car, we had pre arranged to bring the car to a lift so it could be inspected top to bottom. On the way there I noticed the doorplates inside said "Futura" when they should have said, "Sprint", this started me thinking it may be a counterfeit Sprint.

In 1965, Ford made 20,000 Futura hardtops (Body codes 63B, 63C, 63H & 63D), 1,300 had bucket seats

(body code 63B) and looked similar to a Sprint (body code 63D). Because the Sprints have more value to collectors, the Futura has often been made to look like a Sprint. At the time, I wasn't familiar enough to confidently tell the cars owner he had a counterfeit car but I did let him know we needed to confirm the body code because I suspected something was wrong.

We drove the car back to his home. He had an after-market parts catalog containing the body codes. When we looked it up it said a 63D was a 65-hardtop-bucket seats. Didn't say anything about Sprint. At this time I let the owner know he had a counterfeit car and asked for a ride back to the airport and I was out of there...He was totally floored, I was out plane fare and a days work.

I felt bad the next day about leaving so abruptly and decided to give him a call to let him know there were no hard feelings. By this time he had got to the Falcon Registry, entered the body code and found out it was indeed a Sprint, one of 2,800 made. The referenced parts catalog had incorrect or incomplete information in it. The next week I made arrangements to fly back down buy the car and drive it home, costing more airfare and more days off work.

In the end I can only blame myself. The lesson here was mine and it is this: When looking for a specialty car know all the body codes, take the time to do all your research in advance. Keep in mind even body code doorplates can be changed. When possible always look for original paperwork supporting the desired car. Avoid the near miss you kick yourself later for, always research it with multiple reliable sources.

Just a note: I contacted the referenced catalog and they have agreed to make the body code chart a little more complete and easier to understand.

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Calendar of Events

MARCH 26 & 27, 2004

Annual Florida Regional Meet, Orlando area. All cars are winners! More info: Contact Larry Parmiter, Show Chairman. 863-993-3567 or parmiter@sunline.net.

APRIL 18, 2004

34th Annual Fitchburg Flea Market and Car Show, at the Fitchburg, Massachusetts Airport. Sunday, April 18, 2004, 8 AM–2 PM. Take Route 13 north from Route 2, the site is 13 miles west of I-495. Admission \$5, children free. 20x20 space, all outdoor \$25.00 Rain or Shine. Toy vendors welcome. Make checks payable to: Early Ford V8 Club Ne., c/o 4983 Jericho St., White River Junction, VT 05001. Necessary calls only please, 781-272-1114.

JUNE 18–19, 2004

14th Annual Pacific Regional Meet, hosted by the Sonoma County Falcons for Fun. San Ramon, CA. Use registration form on jacket of this issue.

JULY 15–17, 2004

25th Annual Falcon National Convention, "Silver Salute" in Overland Park, Kansas. See registration form in this issue or visit midamericafalcons.com for more information. Register online for hotel!

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Good Care?—Lasts Longer!

Have you ever wondered how long something will last? Now we all know that we love our Falcons and wouldn't trade one for anything. I have been maintaining Ford vehicles for almost forty years. My present Falcon, a 1968, has 298,000 miles and is running just fine. As the years have passed, I always kept maintenance records, just as many of you Falconeers do. I thought it might be interesting to search those records and try to extract some data of interest.

Beginning with the engine: a 170 CI 6 cylinder, it ran 174,000 miles when the oil pump failed. The oil was changed at 3500 mile intervals. Next the transmission a C3 went 121K before its first overhaul. The clutches at that point were demolished. The auto was driven mostly in the city and some interstate highways. The last driveline item is the differential, which is the original, to date. However; it has destroyed two sets of pinion bearings throughout the 298,000 miles. At this mileage, it has a half turn of play in the shaft and I guess it's getting near its lifetime.

Looking around the rest of the machine reveals several interesting things. The brake drums, are the originals. The car has had many brake jobs, including cylinders and springs. Interesting is the starter and alternator. The starter is original, with three rebuilds involving bearings front and rear, along with light turning of the armature. I also had to replace two bendix gears which engage the flywheel. The alternator made it to 160,000 miles when the diodes went bad. At this point the unit was replaced. The front end has been interesting and most resilient—to say the least, The ball joints with the exception of right upper are original. The left upper control shaft failed at 238,000 miles, and the right has just failed in the last few months. As for the power steering cylinder it is original—without overhaul. However; the steering valve spool was overhauled at 255,000 miles.

There are several other notable parts which have done a remarkable job. The emergency brake cable, speedometer cable, distributor, gas tank with sender, windshield wiper motor, heater blower are all original parts.

Water pumps are an interesting part. I believe they last purely on the quality of the seal on the shaft. Some have gone 70–100K while others as little as 35,000 miles, but they seem to get poorer as the years go by.

To bring this maintenance story to a conclusion, a few notes should be made. Maintenance of the machine is imperative, disregarding quality of the replacement part. Do the little things, oil doors, hinges, latches, grease chassis, and silicon grease all gaskets.

Well—that's the story from a fellow Falconeer and happy motoring for the years to come.

—Submitted by Jim Kirkwood, FCA #2091
Winchester, Virginia

Best Wishes
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Falcon Family Photos



Theo Gerrits ■



Theo Gerrits of Kelseyville, California sent these photos of his "1964 289 four speed Ranchero junkyard car turned daily driver." He took the car apart and rebuilt everything. He writes, "I had to punch the motor 40 over. I had a good standard crank from a Cobra and a Cobra four barrel carb. She has wedge cut heads, three single valves, ported head and Megas X pipe, 3" dual exhaust with Flowmasters. For the suspension, I used

polygraphite bushings and huge sway bars. I installed Torino disc brakes and lots of other stuff to stiffen the frame. The wheels are 15x7 with 215/60R15 Cooper Cobras. I painted her Black Emerald. She looks good, handles great and goes like a Cobra. I have put about 30,000 miles on her so far, with no problems. And she is fun to drive!" Theo is now building a "Falcon in disguise. At least, that's what I think early Mustangs are."

Paul Petredis ■



Paul Petredis of Clovis, California has owned this 1963 Falcon Futura convertible for a number of years and recently restored it back to original condition. He says, "While I have added a number of accessories to my car the only 'unauthorized' item is an electric fuel pump. I



drive it almost daily, but am careful of the sun that tends to fade the predominately blue colors."

He has won first place trophies in Daily Driver category at the Pacific Regional Meet, most recently in June of 2003 at the meet hosted by the River City Chapter..

Letter to the Membership

Dear Falconers,

I recently drove 1600 miles round trip to Houston, Texas from Independence, Missouri to look at a vehicle advertised in the Falcon National News. After four or five conversations with the owner, I was told it had new interior, excellent condition overall, ran great and was RUST FREE. In the week before driving there, its condition went down to this, when I got there: Filthy, faded worn interior, partially hand covered by his teenage son, peeling paint down both sides, wouldn't start to hear it run, and RUST! Both rocker panels were gone, front to back, door jams packed with putty, rear quarter made out of putty and window screen. Under the back bumper, it was made up completely of putty and paper towels packed in the holes.

Members, if you happen to have lost your glasses, or don't have any experience with cars, get someone to look at it for you—it may be you someday!

A couple of weeks later I was older, and at least a little smarter, and I found one that was perfect on eBay. This time, I used my Falcon Membership Directory and contacted Rudy Gadewoltz in New York. He happened to be only a couple of miles away from where the car was. He took a friend and looked at it for me—it was junk too!

Thanks again for the help, Rudy. It's even farther to New York! The Falcon Family is alive and well. Enjoy it!

Don Waters (FCA #4196)
Independence, MO

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From the Head Tech Advisor

FROM THE HEAD TECH ADVISOR

I'm sure most of you have noticed that some Falcons are very similar to each other. Have you noticed that most of the main body styling goes in a 2 year cycle?

1960/1961, 1962/1963, 1964/1965, 1966/1967, 1968, 1969, 1970, and 1970½.

In future newsletters, I would like to compare the similarities and differences of these 2 year body style cycles. I don't claim to know all these differences, so I'm going to need your help. I'm going to list what I have found by checking out the Falcons at meets and getting information from other Falcon owners. Check out the 1962/1963 list and let me know if all the items listed are correct or if you can add some items to the list. Take this list along to a Falcon meet and go over these items. Having a few '62 and '63 Falcons to check out will make your meet very interesting. I will update the lists as I receive more information.

Bruce Wolfe, Head Tech Advisor

1962 & 1963 FORD FALCONS

SIMILARITIES

- Both years offer the similar body styles.
'62/'63 - 2dr Sedan, 4dr Sedan, 2dr Wagon, 4dr Wagon, 4dr Squire Wagon, Sedan Delivery, Ranchero, Extra Duty Van & Pickup.
'62½ and '63 offered the 2 & 4 Door Sedan w/ T-Bird roof pillar.
'63½ Futura Convertible, Futura Hard Top, Sprint Convertible, Sprint Hard Top.
- Most body parts are interchangeable.
Main Body, Fenders, Hood, Doors, Trunk Lid, Tail Gate, Bumpers,
- Windshield and stainless trim around windshield are the same on Sedans, Rancheros and Wagons.
'63 Hard Tops & Convertibles are the same.
- Most exterior body colors were the same in '62 & '63. (Springtime Yellow offered late in 1963?)
- The 1962 bucket seats are the same as the 1963 convertibles. (hard plastic covers around the bottom.)
- Both years use the following:
Same outside % interior door handles and window cranks.
Same hood chrome (FORD and boomerang).
Same trunk lock and latch assembly.
Same top front fender emblems.
Both used a 2 Speed Automatic Transmission on the 6 and 8 cylinder engines.

Both years used the 144 cubic inch and 170 cubic inch 6 Cylinder Engines

Both years used the fine thread body bolts.

Both used 13" wheels and tires.

Both used a generator.

DIFFERENCES

- Grilles, Tail Lights, Body Side Trim. (Sprint emblems)
- 1963 the first year for the Hardtop, Convertible & Sprints.
- 1963 was the first year a 260 V8 was offered.
- The 1962 Falcon was the last year the engine compartment was painted the same color as the exterior of the car.
- Instrument clusters different. Plastic chrome on 1963.
- Bucket Seats. A difference between hard top and convertible in 1963.
- Tachometer on Sprints.
- 1963 introduced the 13 inch spinner hub cap (hole in one wire leg for valve stem).
- Optional backup lights in tail lights in 1963.
Optional backup lights mounted on body in 1962.
- Hood springs only on 1963½.
- Torque boxes only on 1963½.
- Early 1963 Falcons had 1962 Falcon front splash pan (between grille and bumper) and inner front fenders.
- Inner front fenders changed with the introduction of the 260 V8 in 1963.
Battery was rotated 90 degrees to make room for the generator on the V8.
- Vacuum wipers used in 1962 and electric wipers used in 1963.
- White parking light lenses in 1962 and amber ones in 1963.



QUESTION:

Why were torque boxes added in 1963?

Were these uni-body parts added (behind the front wheels) for more strength when a V8 was used?
Or were they added to strengthen the weaker hardtop and convertible uni-bodies?

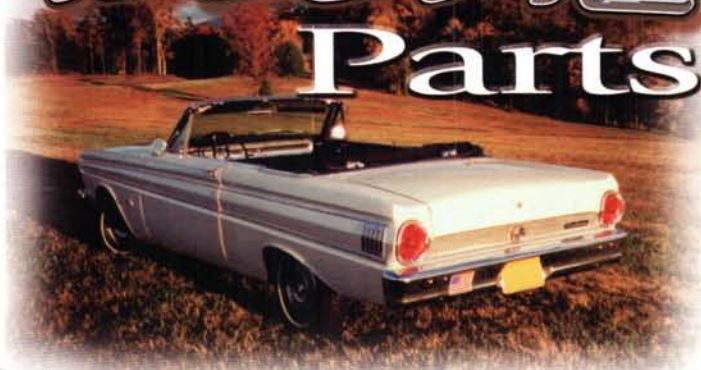
Other reasons ?

Send responses to Bruce Wolfe at the address on pg 2.



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FS99 63/66 Falcon/Ranchero Fan Shroud (260, 289) ea 79.95

RA101-AL 63/65 Falcon Aluminum Radiator-260, 289-2 Row ea 379.95

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TBE101 64/65 Falcon Taillight Buckets - Ranchero/Wagon/SD ea 79.95



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1965 Falcon Resto-Mod Print

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